

Changes Urged In Hague Rules By Ship Men

Marine Interests Generally
Favor Modifications That
Will Protect Shippers and
Not Penalize Operators

Fraud Safeguards Asked

Bank Calls Bill of Lading
Poor Security Until It
Can Be Made Uniform

From The Tribune's Washington Bureau
WASHINGTON, Sept. 20.—Representatives of maritime, industrial, commercial, civic and financial organizations at a conference to-day at the Shipping Board disclosed changes in the proposed Hague rules for the carriage of goods at sea. Support of the rules as tentatively outlined was given by some, but a majority of the speakers advocated modifications to protect shippers against loss without unduly penalizing operators. An international bill of lading was favored, but numerous obstacles in the way of accomplishing this were cited.

Ira A. Campbell, general counsel for the American Steamship Owners' Association, said his organization favored an international bill of lading if one could be devised that would not impose an unreasonable burden on the ship owners. He argued that it was impracticable to make the steamship owner liable for the safe delivery of packages from the consignee to consignee, because of the great number of hands through which cargoes pass before reaching the ship and delivery to the consignee at destinations.

Would Set Limit of \$500
He asserted that the rules should protect ship operators against fraudulent representations of the contents of sealed packages, and cited the case of the Ward Company, which he said paid \$750,000 to shippers in 1921 for lost shipments. He favored a fixed valuation of \$500 on any package, and operators would agree to this if the shipper was prepared to pay a higher freight rate for its carriage. He added that the increase in pilferage and theft was due to the "moral breakdown of the world rather than to negligence of ship owners."

Amendments Proposed

Harry E. Reed, a member of the institute and representative of the Firemen's Fund Insurance Company of San Francisco and the Home Fire and Marine Insurance Company, said the American representatives to the forthcoming London conference on rules should advocate the following amendments: "The rules should be extended to include cargo carried on deck; should apply to cargo from the time it is received into the custody of the

carrier until its delivery to consignee; when goods are delivered in a damaged condition, a notation of the damage on the receipt given by the consignee to the carrier should be sufficient notice of claim; the carrier should remain liable for fire if such fire is caused by the design or neglect of such carrier."

Above All, Protection
Henry H. Reed, of the Insurance Company of North America, representing the American Exporters and Importers' Association of New York, said his organization was interested in the elimination and waste of time as represented by preventable losses.

Wilbert Ward, representing the American Acceptance Council and the National City Bank of New York, said that the latter institution at present must accept the bill of lading as poor security until it is made uniform.

O. K. Davis, representing the Foreign Trade Council, of New York; C. B. Baldwin, of the Transportation Department, Boston, and Shoe Machinery Corporation, Boston, and Chamber of Commerce of the United States, also suggested minor changes.

8 More Dead Brought Out of Argonaut Mine

Rescuers Hope to Remove Last
of the 47 Killed by Fire
and Gas To-day

JACKSON, Calif., Sept. 20 (By The Associated Press).—All of the forty-seven bodies of the miners who met their fate in the Argonaut gold mine by fire and poisonous gas are expected to be brought to the surface to-morrow morning. The Federal mine rescue crews will work without stopping until the last body is placed in its casket.

Eight additional bodies were brought from the Argonaut level in which the miners had erected bulkheads to retard the movement of the gas. Seven of the bodies were identified and all together seventeen bodies have been placed in caskets.

Funerals for all of the victims will be held Friday. The caskets, covered with American flags, containing the bodies will be taken to the cemeteries from the Argonaut property and will be placed beside the graves before the funeral processions arrive at the cemeteries.

The coroner's jury viewed two bodies to-day and adjourned until after the funerals. The inquest, it is planned, will start late Friday and end Monday or Tuesday. District Attorney Thomas G. Negrich declared to-day the inquest will be as searching as he can make it.

Azevedo Is N. Y. Agent For Lloyd Brasileiro

New Official Assumes Duties,
Following Changes in Heads
of the Steamship Lines

The local office of the Lloyd Brasileiro announced to-day that the board of directors at Rio de Janeiro has named Renato de Azevedo general agent in New York. Mr. Azevedo assumed his duties here on September 19. Captain Mario Celestino, who has been acting as general agent, has been appointed agent for New Orleans and will leave for his new position September 25.

These changes in the American personnel of the Lloyd Brasileiro follow a shake-up in the headquarters in Rio, during which Dr. M. de Sa Freire, formerly Mayor of that city, was made director general.

American Loans To Be Debated Before League

Cecil Holds Debts Owing
to U. S. Are Bound Up in
Reparation Problem, but
French Member Differs

Resolution Is Due To-day

Jouvenel to Ask Assembly
to Urge Council's Action
on Economic Questions

GENEVA, Sept. 20 (By The Associated Press).—The debate on the effect of the "inter-Allied" or "intergovernmental" debts upon the world's disordered economic system, which will come before the Assembly of the League of Nations soon, is the dominating question, and interest is quickened by the formulation of such an idea in a resolution which M. de Jouvenel, representing France, will present to-morrow to the disarmament committee.

The fact that Lord Robert Cecil in his report to the committee referred to "intergovernmental" debts, while M. de Jouvenel talks of "inter-Allied" debts, does not mean that there is any divergence of view between them. Neither Lord Robert's report nor M. de Jouvenel's resolution can have any other effect than to provoke discussion, as the Assembly can do nothing more than pass a resolution to bring the question before the world.

Cecil Would Take Up U. S. Loans

Lord Robert, as is his custom, wanted to go to the bottom of the world's economic problems, which he considered inseparably connected with the debts owing the United States, as well as the debts among the Allies. M. de Jouvenel, however, did not think it necessary to raise the question of the American debts in this discussion. What the effect of the debate will be depends on how the opinion of the leading delegates influences the subsequent attitude of the Allied governments.

There is a strong current of opinion that the league can act effectively with the governments, replacing the Reparations Commission and removing a good deal of friction that has developed in the effort to apply the reparation clauses of the treaty.

Text of Jouvenel Resolution

M. de Jouvenel's resolution, to be submitted to the committee to-morrow, reads: "The Assembly, considering that material disarmament requires previous moral disarmament, and that the latter cannot be realized except in an atmosphere of security and mutual confidence, notes that this confidence will be impossible as long as disquisitions of exchanges and economic chaos and idleness, from which the world suffers are perpetuated, and that only cessation of the uncertainty that prevails regarding the means by which

the devastated regions can be restored and settlement of the inter-Allied debts will make it possible to remedy these evils.

"The Assembly expresses the wish that the Council of the league give to the efforts made in this direction by the interested governments its constant attention, it being understood that the Council cannot contribute usefully to the solution of these problems unless these governments request it to do so."

300 Attend Convention Of Lenders' Association

The American Industrial Lenders' Association, an organization which has caused to be passed in seventeen states laws protecting the small borrowers, began its eighth annual convention yesterday at the Hotel Pennsylvania with 300 delegates in attendance. In the absence of W. G. Wood, of Providence, national chairman, E. M. Ruthenford, of New York, presided.

Colonel Clarence Hodson, of New York, in reply to the address of welcome of John B. Young, of the Merchants' Association, said that the inception of the organization to protect the public against loan sharks came through a survey of the Merchants' Association in 1911. He said that the small loan business in the United States will reach \$140,000,000 this year. He said that 30,000,000 Americans are in the small borrowers' class.

There are two women money lenders at the convention. They are Miss Nellie McKewen and Miss Margaret Mulvihill, both of Cincinnati. Walter S. Hilborn, acting director of the division of remedial loans of the Russell Sage Foundation, said that ten states have passed uniform laws and nine states operate under acts the same in principle, but with a different rate. The uniform law allows lenders on small loans to charge 3 1/2 per cent a month, and he explained that this rate is necessary to make the business a success financially. In New York the rate is 2 per cent a month, and an effort will be made in the next Legislature, Mr. Hilborn said, to have this increased one-half of 1 per cent. The association will remain in convention until Saturday.

Detective Fined \$10 for Annoying Girl Musician

On the complaint of Miss Dixie Gordon Barnett, twenty-two years old, a musician living at 840 Madison Avenue, Arthur Rothenstein, a private detective, was fined \$10 by Magistrate Douras in night court last night on the charge of annoying the young woman. She alleged that at 5 o'clock yesterday afternoon, on the corner of Fifty-eighth Street and Park Avenue, Rothenstein seized her by the arm and said, "Hello, Kid." She called a policeman.

On the witness stand last night Miss Barnett said Rothenstein had been following her for two weeks and that several days ago he and another man tried to seize her and put her in a taxicab as she was leaving the Hotel Savoy. Often when she was riding in a taxicab, she said, she observed Rothenstein in her wake in another car.

Rothenstein denied the woman's charges and was severely reprimanded by Magistrate Douras when he called her a liar.

On July 28 Miss Barnett brought an action in the Supreme Court against Robert Reed, a wealthy New York contractor, for \$200,000, alleging breach of promise. She said she met him in Chicago, where she formerly resided.

Railway Strike Writ Will Be Decided To-day

Suit for Injunction Against
Shopmen Is To Be Ruled
on a Few Hours Before
Expiration of the Order

Concerted Plot Charged

Federal Counsel Declares
"Record Is the Filthiest
That Ever Stained Court"

CHICAGO, Sept. 20 (By The Associated Press).—The government's suit for a nation-wide injunction against the striking railroad shop crafts will be decided by to-morrow, a few hours before the temporary restraining order now in force expires.

This became evident to-day when the defense closed its case and opening arguments were begun. Blackburn Esterline, Assistant Solicitor General, opened for the government, followed by Donald R. Richberg, attorney for E. M. Jewell, and John Scott, the strike leaders.

Mr. Esterline, in his closing argument, termed the record of the proceedings before Judge James H. Wilkerson, in which the government is asking a temporary injunction against strike leaders, the "filthiest record that ever stained a court."

Following completion of their case by defense attorneys Mr. Esterline began his final plea for an injunction, pointing out that the concerted action of 400,000 men at 4,000 different points throughout the country in quitting their work at the same time proved there existed a combination and conspiracy to restrict interstate commerce and to obstruct and hinder the carrying of United States mails.

Concerted Action Charged

"The men did not peacefully return to their homes," he charged, "but took their places near the shops to prevent

others replacing them and to cripple and destroy rolling stock. Concerted action also was shown in these destructive acts. The strikers adopted as a working basis the entire calendar of crime to make their strike effective. Crime, violence and insults against men, women and children were rampant. The like was never before in any civilized country."

The remarkable decrease in violence reported by a number of railroads since September 1, when Judge Wilkerson issued the temporary restraining order, indicates that the order was effective, he said, and proves still further that the strike was directed from one head. The solid front the strikers have maintained in the face of this order is still further proof that a combination and conspiracy exists, he declared.

Donald R. Richberg is expected to make the closing argument for the defense, and A. A. McLaughlin, special assistant to the Attorney General, will close for the government.

Tried to Keep Down Crime

Heads of the organizations involved in the strike declared every effort had been made to suppress lawlessness. William H. Johnston, head of the machinists, said that organization had been forced to expel members in guard-ship during the strike and the new men hired to replace the strikers. A notice advising the men that this union would be the only one recognized by the management was posted in all shops of the Lehigh Valley yesterday.

Warren S. Stone, head of the engineers, and D. B. Robertson, firemen's leader, stated in affidavits that members of their organizations had been fired upon repeatedly and subjected to other forms of assault by railway guards.

Judge Wilkerson, interrupting the submission of affidavits by the defense, raised the question of whether "peaceful persuasion" by strikers to keep other workers from taking their places might not inevitably be followed by lawless acts and the suppression of the peaceful, persuasive methods be necessary to curb the lawless acts.

Donald R. Richberg, defense attorney, argued that the strikers in adopting such methods should not be held accountable for the small proportion of lawless acts which accompanied the peaceful methods.

Eastern Roads Decline

To Follow N. Y. C. Lead

Further efforts at settling the strike of the railroad shopmen on important roads in the Eastern group were without result yesterday. So far as could

be learned none of the carriers has shown any inclination to follow the lead of the New York Central and take back the striking shopcrafts workers on the basis of the Warfield-Willard Jewell settlement.

Bert M. Jewell, national leader of the strikers, and W. H. Johnston, president of the Machinists' Union, who handled the peace negotiations with the New York Central, remained in the city yesterday, but after a busy day declined to comment on their activities. Railroad officials either were equally disinclined to discuss the strike situation or reiterated their unalterable opposition to any form of negotiations with the unions represented by Mr. Jewell and Mr. Johnston.

Among the latter were L. F. Loree, president of the Delaware & Hudson, and E. E. Loomis, president of the Lehigh Valley. Mr. Loomis was most emphatic in disclaiming any intention of dealing with the strikers. "Mr. Jewell and his associates can stay in New York until eternity, but we will not do business with them," he said, "the time for that has passed."

The Lehigh Valley, it was said, has just completed the organization of its company union, in which are enrolled all the shop mechanics who remained loyal during the strike and the new men hired to replace the strikers. A notice advising the men that this union would be the only one recognized by the management was posted in all shops of the Lehigh Valley yesterday.

Peruvian Steamship Laws Discussed by Lines Here

New Legislation Said to Give
Preference to National Lines
Over Foreign

Steamship lines in the West Coast of South America Conference met yesterday at the offices of the Shipping Board, 45 Broadway, to discuss legislation pending in Peru to give preference to national shipping companies over those operating under foreign flags. While full details are not available, it is understood that this bill is similar in many respects to the law enacted last spring by Chile.

The meeting was called at the request of the Shipping Board, which was informed by the State Department that such legislation was contemplated. The board asked the individual companies if the proposed plan would seri-

ously affect their business. Officials of the conference said yesterday that no definite recommendation could be made, owing to the lack of information on the scope of the bill.

Standard Oil Transfers Tanker to Danish Flag

The tanker P. D. Ascho, sold by the Standard Oil Company of New Jersey to its subsidiary, the Danish Petroleum Company, was formally transferred from the United States to the Danish flag yesterday. The vessel was damaged earlier this year, but was repaired by the company before the sale. The Shipping Board gave its approval to the transaction.

Officials of the Standard Oil Company said yesterday the transfer of the P. D. Ascho does not mean that other ships are to be put under foreign flags. Many of the vessels owned by the company were operated under foreign registry before the war to obtain the benefits of lower operating costs.



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